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HONGKONG, TUESDAY, JUNE 4TH, 1912. 二月四日

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11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
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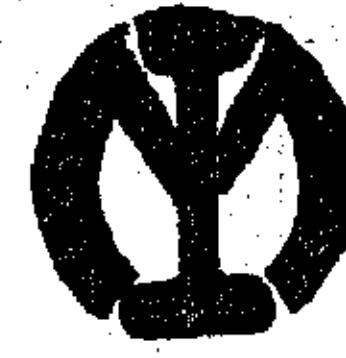
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H. HAYNES,  
Manager.

Hongkong, 4th January, 1912.

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Proprietor.

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Fine view of the Harbour.

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Hongkong, 4th December, 1907.

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Kowloon. Picnic Parties Catered For,  
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Indian Curries a Specialty.

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Kowloon, 30th May, 1912.

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Photographic Goods of every Description  
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Unique opportunity for acquiring a cheap site.

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Princes' Building.

Hongkong, 31st May, 1912.

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</div

CANTON.

[FROM OUR OWN CORRESPONDENT.]

June 1st.

BOMBS.

Bombs are still to the fore in Canton. Some were discovered during the late searching, and yesterday while a policeman was making his rounds early in the morning he came across a parcel which he picked up and proved to contain a bomb. The policeman either did not recognise the dangerous article or in his excitement at his strange find dropped it, for it went off and injured him severely, besides alarming the whole neighbourhood. It is taking many and varied lessons to convince the people of the danger attending the use of these bombs and their lessons do not seem to be finished yet.

DR. SUN YAT SEN.

Dr. Sun Yat Sen is now in his native district of Hengshan, and has been making a tour of inspection in the place. From here he is proceeding to San Po, and all the villages on the route are giving him a right royal reception.

ROBBERY IN THE OLD CITY.

A very well arranged armed robbery was carried through at a house in Mai On Street at noon yesterday. Four men armed with pistols entered the house at the one time and threatened all the occupants so as to drive them together into one room. Here two men covered them with the firearms, while the other two bound and gagged them, after which the four ransacked the house, emptying trunks and boxes indiscriminately. They made off with a considerable amount of money and many goods of value, and their presence in the house was never suspected by the neighbours, as it was several hours afterwards before one of the occupants freed himself and made the crime known.

THE CHIEF OF POLICE.

Mr. Chan, who is the head of the police in the City, has been accused by the populace of needless cruelty and unnecessary shooting of criminals. A petition was sent to the Governor some time ago requesting that he be dismissed or that his power be limited greatly, as he has been shooting all kinds of prisoners for any and all kinds of crimes. The answer to this petition seeming not to be forthcoming a deputation of four waited on the Governor, Mr. Wu, to find out his views on the subject and see if anything could be done. It now transpires that the Provincial Government does not agree with Mr. Chan's cheapness of human life, and that he is to be suspended and his power limited in the matter of executions limited.

FERRY-BOAT CAPSIZED.

About 7 o'clock in the morning two days ago a ferry-boat containing nine persons and crossing from the end of Sha Ki Street to Honam, capsized in the river just opposite the end of Shamen. There was great excitement for some time, and it looked at first as if all were going to be drowned, as the sampans in the vicinity were becoming more of a nuisance than a help. A police boat eventually arrived on the scene and was successful in rescuing six of the occupants, two having already been rescued. Thus only one woman was drowned, though some of those rescued were in a state of total collapse.

NOTICE TO OFFICERS.

A significant notice has been issued to officers of all the regiments in the province, forbidding them to entertain friends and relations in the various camps. This has been a sore point with some people for a time and has, it is said, had a not too good effect on discipline.

STATEMENT FOR PEKING.

The Provincial President, Mr. Wu Hon Man, has been requested twice within the last few weeks to send up a statement of income and expenditure in detail for the information of the Central Government. Now that no answer has been received at Peking, a telegram has come asking the Governor to send a general statement at once and to follow it as soon as he can by a particular statement. This delay seems to point to things not being too straight, and on top of this comes the announcement that an inquiry is being held on the disappearance of funds during the tenure of some of the late people in authority and on "squeezing" which had gone on then unknown.

MOUNTED POLICE.

A mounted military force for police and other purposes is to be formed immediately.

A COLONEL'S NARROW ESCAPE.

While sleep-walking Colonel Cartwright, commanding the Lucknow Cavalry Brigade, fell down a well at 11 p.m., on the 4th ult. He clung to the side of the well for a couple of hours and then dropped some forty feet into the water. Fortunately, the well was narrow; and by pressing against the sides with his knees and back, he kept his head above water till 6 o'clock next morning, when he was discovered. Col. Cartwright is still in hospital at Lucknow and is progressing.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## FIGHTING IN MOROCCO.

ENGLISH NON-COMMISSIONED OFFICER KILLED.

LONDON, June 3rd.

General Lyautey reports that a column left Fez at dawn on Saturday to attack a large force of the enemy on the hills six miles to the north-east of the city. The French bombarded and captured the camp, the enemy fleeing like a mob to the mountains, leaving many dead behind them. The French losses were nine killed and 28 wounded. An English non-commissioned officer named Redman, who was instructor to the Sultan's troops, was killed while gallantly leading an attack.

Redman was accorded a special funeral service in Fez, at which General Bouilloud said he deeply regretted Redman's death and eulogised his courage. The General said he was loved by his

superiors and comrades alike, and his

death in the French ranks was a fresh bond in the Anglo-French union.

General Lyautey declared that Redman had died nobly in a noble cause.

The British Consul thanked the Generals and expressed his appreciation of their speeches.

## QUEEN OF HOLLAND'S VISIT TO FRANCE.

LONDON, June 3rd.

Queen Wilhelmina of Holland, and her consort, Prince Henry, accompanied by the President and Madame Fallieres and Mr. Poincaré, held a formal reception at the Hotel de Ville. Her Majesty gave a luncheon in honour of the President and Madame Fallieres. In the evening they were the guests of the Premier.

Queen Wilhelmina is most popular and is everywhere cheered by large crowds.

## ANOTHER STRIKE THREATENED.

LONDON, June 3rd.

The Southampton dockers have demanded an increase in their wages. The employers refused, in view of last year's

adversity to good shooting.

## THE DEFENCES OF MALTA.

LONDON, June 3rd.

The Lords of the Admiralty, having concluded their inspection of Malta, issued a statement expressing satisfaction with the efficiency and organisation of the dockyard. They propose to assign such proportion of repairing and outfitting work to the dockyard as will keep it in a normal condition of activity, capable at all times of attending to the needs, in peace or war, of any fleet cruising or operating in the Mediterranean. All necessary measures will be taken for its continued security.

After paying a tribute to the efficiency of the manœuvres carried out by the destroyers and the submarines the statement says that submarines will play an increasingly important part in the defence of the island.

Their lordships express the intention to make full use of the facilities afforded by the important naval base, the value of which to the British Navy is of a permanent character.

## PREMIER'S VISIT TO MALTA.

LONDON, June 3rd.

A telegram from Malta states that Mr. Asquith and Mr. Winston Churchill have gone to Bizerta on the yacht *Enchantress*.

## A BYE-ELECTION.

LONDON, June 3rd.

The bye-election in North-West Norfolk has resulted in the return of a Liberal in succession to the former Liberal member, Sir G. White, the figures being:

Mr. Hemmerde .....

5,613

Mr. Jodrell, C. ....

4,965

Majority .....

648

## FIRE ON A LINER.

LONDON, June 3rd.

A fire which burnt for three hours occurred on the Cunard liner *Carmania* last night as she was lying in dock at Liverpool. The magnificent saloons were practically destroyed.

Foreign opium delivered from bond in China last year was valued at Tls. 45,256,745 according to the Customs statistics.

## INTIMATION.



WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S "E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON &amp; CO., LTD.

ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS  
Only communications relative to the war are welcome, communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 104, DES VŒUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 4TH, 1912.

The annual report of the Chinese Maritime Customs contains a great surprise for most people. Notwithstanding the disturbance of trade caused by the Revolution, which extended over practically the whole of the last quarter of the year 1911, the country's foreign trade, and, consequently, the Customs revenue, exceeded all previous records. The total collection—Hk. taels 36,179,825—exceeded that of 1910 by Tls. 607,946. As the Statistical Secretary says, this figure would, of course, have been much larger had the trade of the last quarter not been interfered with by political disturbances. On the 30th September there was a total gain of Hk. Tls. 2,400,000 as compared with the corresponding three quarters of 1911; but the heavy falling off in the last quarter as compared with the corresponding quarter of 1910, reduced the net gain on the year to the figures quoted above. The foreign trade during the first nine months of the year, the report tells us, showed great expansion as compared with 1910, and even after the collapse, brought about in the fourth quarter by political causes, imports still continued to pour into the country. That can excite no surprise, however. The Revolution broke out very suddenly and no one imagined that the Government would prove so impotent to suppress a political uprising, and certainly there were few who anticipated that any revolutionary rising

would be so wide-spread. The imports which arrived in China in the last quarter of the year had been ordered, of course, long previously and could not be cancelled.

As we have said before, the injurious effects of the Revolution upon the foreign trade of the country are more likely to be seen in the statistics for the first quarter of 1912 than in those for the last quarter of 1911. Exports would, of course, be immediately affected by a revolution, and the export returns show a decrease, as compared with the figures for 1910, amounting to only Tls. 3,495,182, while imports showed an increase amounting to Tls. 8,539,049. This gives a net increase of Tls. 5,043,887 and the total of the country's trade—Tls. 848,842,109—is the highest on record. In the first nine months of the year imports were showing an increase of 45 million taels as compared with the returns for the corresponding period of 1910, but this increase the Statistical Secretary explains was due more to the enhanced value of opium and cotton goods than to any quantitative gains in other items. At the same time increased quantities as well as higher values co-operated to swell the total. Kerosine oil and textiles are quoted as examples of the former, and the 48 million odd taels set down for the value of opium are mentioned as well illustrating the higher value explanation. The grand promise of the textile trade during the first three quarters of last year is illustrated by a tabular statement which shows an increase of 5.7 million pieces of "plain cotton," as compared with the 1910 figures, "to which must be added the large blocks of piece goods imported in 1911 in bond, and therefore not yet included in the Customs returns." Yarn fell off, chiefly the Indian variety, but Japanese yarn suffered as well, and the Statistical Secretary concludes that "the competition of China-spun yarn is beginning to tell." Decline in the price of kerosine has led to an increased use of this illuminant in the villages and towns of China, and the imports, always large, reached last year the enormous total of 235,809,040 gallons, constituting the best on record.

When the ports are divided into groups, we are enabled to see which districts were and which were not affected by the political disturbances. The Manchurian ports, for example, showed an increase of nearly 23 million taels; the Chihli ports—Tientsin and Chingtao—showed an increase of nearly 15 millions; Shantung ports also showed up better by nearly four millions; but the Yangtze ports showed a drop of 29 millions; Shanghai an increase of Ningpo, and even a decline of about three millions. Of the Southern ports it will doubtless interest our readers to have the Statistical Secretary's full statement, which reads as follows:—

Under Southern Ports are grouped 3 in the province of Fukien, 11 in Kwangtung and Kwangsi, and 3 in Yunnan, or 17 in all. Taking them collectively, there is a total falling off in the value of their trade as compared with 1910 of some 33 million taels. The principal losses are to be found, in foreign imports, at Foochow, Amoy, Swatow, Canton, Kowloon, Lappo, and Mengtsu, aggregating some 152 million taels, and in exports at Canton, Kowloon, Wuchoow, Kingchow, and Jangchow, aggregating over 64 million taels. "Per contra," there were some gains in exports at Foochow, Amoy, Swatow, Samsui, Nanning, and Mengtsu. In Amoy the harvest was good; but the tendency for Formosan produce, especially tea, to be shipped abroad "direct" instead of, as formerly, via Amoy, continues to the detriment of the port. At S atow the orange groves suffered much damage from bad weather. The sugar crop was good; but the market was temporarily closed, growers suffered some loss, which was only partially made up by increased trade with the Straits, Dutch India, etc. The River districts were much disturbed by piracy; but trade towards the end of the year was reviving, under the greater security brought about by the presence of a combined British and Chinese patrol in local waters. In Tsinfon itself trade was adversely affected by political unrest during the greater part of the year. The comparative figures are given below:—

Statistics of the Southern Ports (including Frontiers Ports.)

1910. Hk. Tls. 1911. Hk. Tls.

Net foreign imports .....

60,266,209

51,076,632

Exports abroad and to native ports .....

127,715,69

123,729,232

Total Hk. Tls. ....

338,208,814

304,713,479

We fear it would be too much to hope for the record of 1911 to be beaten in 1912. It has taken nearly six months to restore conditions in the country to a state which makes resumption of trade on the former scale possible. Moreover, as was indicated in a telegram published in our issue of yesterday, the provincial authorities are hampering the legitimate trade in opium to a most serious extent, and this will affect both the import values and the country's revenue from the Customs; but there can be little doubt that, once the country becomes settled, we shall be able to look forward to steady advance in the returns of foreign trade. It would be over-sanguine, however, to expect to see many tangible signs of this in the year 1912.

## HAMBURG LETTER.

ESPECIALLY WRITTEN FOR THE "HONGKONG DAILY PRESS."

HAMBURG, May 28th.

LESSONS OF THE "TITANIC" DISASTER.  
The *Titanic* disaster continues to be one of the chief topics of the day, and the problem of securing greater safety at sea is engaging the serious attention of wide circles in all countries. The outcry on the part of the public for a more adequate supply of boats and other life-saving appliances on board passenger steamers meets with only a qualified support from nautical experts, who seem to agree that they will not be of much use in any but very exceptional circumstances, and that it is far more important that efforts should be directed towards rendering vessels more and more unsinkable, that the wireless telegraph system should be further perfected and more generally adopted at sea, and that an international intelligence service should be organized to keep ships informed by wireless messages of the state of the weather, ice drifts and other dangers on the different routes. Above all, the absolute necessity of constant vigilance and unremitting care on the part of all concerned in the navigation of the steamer is strongly emphasized, without which none of the other safeguards will be of any avail.

The German Government has appointed a Commission consisting of delegates from the Maritime States of the Empire, the State Seamen's Insurance Office, the Emigration Authorities, the German Nautical Association, the great Ship-owning Companies and other bodies connected with shipping, which held its first sitting on Monday, with the view to the careful examination of the whole question, prior to convening a Congress of the other Powers for the purpose of laying down international rules and regulations on the various points.

The Washington committee has terminated its labours and finds that the number of boats carried by the *Titanic* was in no proportion to the number of passengers and the crew, that there were too few sailors to man them, that full speed was kept up in spite of repeated warnings of the neighbourhood of great masses of ice, and that the watertight compartments, i.e., the bulkheads, failed to act.

The London court of enquiry, presided over by Lord Mayor, will, it is hoped, yield valuable results by clearing up points that may still want explanation. In the meantime the Lord Mayor's appeal for assistance for the victims of the catastrophe has met with an eager response, the amount collected so far reaching over £200,000, to which will have to be added the various sums resulting from appeals in other towns, by newspapers, etc., so that what money can do to alleviate the suffering and distress will be done. Unfortunately, recent events furnish fresh pretexts for labour disturbances. The example set by the firemen and stokers of the *Olympic*, who left the ship just as she was on the point of weighing anchor, and of whom 53 were tried at Southampton, found guilty but let off with a warning, has been followed by other crews, who refuse to sign on, alleging an insufficiency of boats, etc., in the belief that that plea will gain them the sympathy of the public and help to secure their real object, an advance of wages. The Seamen's Union in Liverpool actually demand that before any of the men sign on, an officer of the Union shall carefully examine the boats and the general condition of the vessel, besides which they claim a rise in pay of 10/- a month.

## LABOUR UNREST.

The strike of the dock porters and kindred workers here has been averted by fresh concessions on the part of the employers; an agreement has been concluded for a term of three years, according to which the wages are to be raised annually, beginning on April 1st of the present year, until the increase reaches a certain percentage of the old rates, which in some instances amounts to 25 per cent. Scarcely had this been settled when 6,000 men turned out at the Vulcan shipbuilding yards here on account of the dismissal of an officer of one of their unions who had, contrary to the rules of the establishment, collected the members' contributions during working hours. It is believed by some to have been a trick on the part of the men to secure a holiday on the first of May without incurring the penalty of a ten days' suspension from work, which most of the industrial works in the neighbourhood had notified to their hands would be imposed on such as kept away on May Day in order to join the annual labour procession. It may be mentioned, by the way, that the weather on that day was ideal, which, together with the strike at the Vulcan yards, may account for the large numbers that took part in the

demonstration. The strikers have not returned to the works yet, whilst 300 men have laid down their tools for a similar reason at another yard.

## COAL PRICES.

Prices of coal have declined since the strike in Great Britain came to an end, but are still considerably above the ordinary level. It is only now that, by analyzing the returns of the coal trade for the month of March, a correct estimate can be formed of the enormous injury done to it by the action of the miners. The shipments of coal in the month of March this year were:

In March, 1911.

Tons.	Tons.
To Germany	143,000
To Sweden	70,000
To Belgium	42,000
To France	250,000

The total exports to all countries amounted to 1,000,000 tons against 5,600,000 tons last year for the same month. The difference is all the more significant, as the shipments in February were 800,000 tons in excess of those last year, being 5,600,000 tons; as compared with 5,000,000 tons, from which it may be concluded that, but for the strike, there might have been a like increase to report in March. April is not likely to make up for it, as it took some time to get the pits into working order again, and the men returned but slowly to their duties; besides the extensive gaps in the stocks at home will have left comparatively little available for shipment abroad. Germany and the United States are reaping the benefit of the struggle, and it is to be feared, as stated in a previous letter, that England will find it difficult to oust such formidable competitors out of markets of which she formerly had the monopoly, now they have once gained a foothold there.

## CHINA'S JUDICATURE.

## THE METHOD OF REFORM.

It is learnt that within the course of the next few months definite action may be taken in regard to the reform of China's Judicature. Dr. Wang Chung-hui, the brilliant lawyer who now occupies the position of Minister of Justice, has the matter well in hand, and from information which has reached Shanghai, it is understood that his intention is to obtain the assistance of other Chinese with foreign legal training in the stupendous work he has before him. A start will be made with the reform of the courts at Peking, and from the capital the process of reorganization will be extended over the country.

In the system of reform which is to be followed a wide departure from the practice adopted up to the present is in prospect. It may be remembered that with the past few years Dr. Wu Ting-fang has prepared two codes of Chinese law. One of these, the criminal code, was adopted under the Manchus; but the other, civil and commercial code, never went beyond the stage of consideration. Much to Dr. Wu's chagrin it was submitted to the Viceroy and other officials of the old régime, and as they started to amend and drag it to pieces it was ultimately lost sight of. It may, therefore, be said that up to the present it has been the effort to bring the judiciary and laws of the country into line with modern European practice by codifying them. It is believed that this line of procedure will not be continued. Instead Dr. Wang is credited with the intention of setting to work with the laws as present in force, but instead of immediately bringing about their amendment, to try what can be done with the best qualified men on the bench of the Courts. With the returned students, many of whom can boast a legal qualification, it will be possible to put his scheme into operation.

The laws will stand as at present, but such men as mentioned will be elevated to seats on the bench, and their endeavour will be to administer justice under the existing laws, tempered, however, with their trained knowledge of the subjects before them. Then gradually, as experience dictates, the laws will be revised and brought into line with those of western countries as the circumstances of the Republic and varying conditions of the people suggest to be advisable. This is a complete departure from the custom of reform which has ruled hitherto, but doubtless it has been dictated by the most careful thought. The first appointments are expected within a few weeks.

## A SCHOOL OF LAW.

In connection with the reform of the law of the country it is of interest to note that a school of law has been established in Shanghai. This is situated in a building near to the Mixed Court, and the institution goes under the name of the Republican School of Law. Dr. Wu Ting-fang is understood to hold an honorary rank in connection with it, while Chinese who have been called to bar abroad have been nominated as directors.

The objects of the institution are not so much, it is stated, the training of solicitors or advocates, as the teaching of law to the people. The promoters seek to give the populace a general knowledge of the law, but while this is the present object it is said that it may prove the foundation of a college where lawyers can be trained at some future period and whence they can be called to the bar. This will depend entirely upon the progress which it is able to make.—*N.C. Daily News.*

## MALAYSIA RUBBER COMPANY (LIMITED).

## SUCCESSFUL YEAR'S WORK.

The sixth ordinary general meeting of this Company was held on May 7th at the London Chamber of Commerce, Oxford-court, E.C. Mr. George Cordey presided.

The Secretary (Mr. George A. Macarthur) read the notice convening the meeting.

The Chairman said this was the first year in which the Company were in the position to pay a dividend, and the directors had given considerable attention to the form in which the accounts were presented to the shareholders, with the view to their taking a permanent shape, in order that comparisons might be made from year to year. They had been very fortunate in regard to their further issue of capital during the past year, and the amount they had received as premium had been applied in writing off depreciation on buildings and machinery and various charges incurred since the formation of the Company. The cost of the production of rubber worked out at 28. 9d. per pound, which compared very favourably with those of neighbouring estates in a similar stage of bearing, but that cost would be considerably reduced as the estate got more into bearing and their employees more efficient. The price which had been realized for their rubber was very satisfactory, and compared favourably with what they had anticipated in the early part of last year, and he hoped that this price would be maintained for the present year and for the forward sales for 1913. The debentures had been paid off out of the money derived from the last issue of capital, and he thought it right to take the opportunity of publicly thanking those shareholders who had financed the Company on such favourable terms. He thought the board might take credit for the careful way in which their financial operations had been carried on. They had now on their estate a most up-to-date factory, but it was probable that they might have to duplicate their machinery at an early date, and in that connection they were fortunate in having a qualified engineer as assistant manager, who was thoroughly competent to deal with the installation of any machinery they might require. It was anticipated that the estimated crop of 80,000lb. for the current year would be realized, and if the present price of rubber was maintained they should have a prosperous year. He concluded by moving the adoption of the report and accounts.

Mr. P. J. Burgess seconded the motion which was carried unanimously.

## OTHER RUBBER COMPANIES.

The report of the Riverside (Selangor) Rubber Company for 1911 states that the estimated crop of rubber for 1911 was 61,000lb. dry rubber, and the actual crop collected, though after allowing for waste, was 64,610lb. The amount at the credit of profit and loss account (including £1,127 brought forward) is £8,685 3s. 3d. The directors recommend a dividend at the rate of 12 per cent., less tax, for the year, absorbing £8,491.

The report of the Scottish Malay Rubber Company for 1911 states that the total acreage of the estate is now 3,455 acres. The growth of the rubber continues to be satisfactory. The number of trees now being tapped exceeds 57,000. This number is expected to be largely added to during the current year. The estimated crop for the year 1911 was 90,000lb. 100,000lb. dry rubber. The actual crop collected and sold (after allowing for adjustments through loss of weight) was 101,752lb. The gross average price realized for this crop was 4s. 10.70d. per lb. The sum at the credit of profit and loss account (including £2,930 brought forward) is £17,802. The interim dividend of 10 per cent., less tax, absorbed £4,150, and the directors recommend a final dividend for the year of 20 per cent., less tax, absorbing £8,300, leaving £8,301 to be carried forward, subject to income-tax and directors' fees.

Sekong Rubber Company.—A circular has been issued to shareholders containing extracts from a report made by Mr. Edward Valpy, of Singapore, who visited the estate last February in the capacity of visiting agent. Mr. Valpy attributes the shrinkage in the output to the insufficient force of tapping coolies and to weather conditions, and recommends increased recruiting of Javanese and additional supervision of tapping operations.

## GERMAN DEFENCES IN THE FAR EAST.

## GENERAL BERNHARDI ON BRITISH DESIGNS.

General Bernhardi, author of the recent much-discussed work "Modern War," in an article in the *Berlin Post*, of May 5th, warns his countrymen against leaving Tsingtau in its present defenceless condition in view of the manifest resolve of Great Britain to oppose any real expansion of German power with arms, and the probability that she can count on Japanese support in an onslaught on the German position in Shantung. General Bernhardi, on a tour of the world he was making, visited Tsingtau and heard a story, already often quoted in the German Press, to the effect that at a critical moment in the Morocco negotiations a British squadron appeared off Tsingtau. According to General Bernhardi, subsequent revelations removed all doubt that the squadron was merely waiting for a signal from London to attack a practically defenceless German settlement, the authorities of which were not even aware of the gravity of the situation. Since then, the General contends, there has been little change in Anglo-German relations, and the question has become more urgent in consequence of the revolution in China, in which Japan is believed to be deeply involved, and the possibility that the prevalent state of anarchy in the country may lead to a scramble among the Powers for spheres of interest. From personal observation General Bernhardi pronounces the present defences to be totally inadequate and the town and harbour to be untenable against a heavy gunfire.

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The objects of the institution are not so

## CONSPIRACY IN SIAM.

## HIS MAJESTY COMMUTES THE DEATH SENTENCES.

The *Bangkok Times* of May 6th says:

The special court-martial ordered by the King for the trial of the persons implicated in the recent conspiracy against the State has finished its labours and presented a report of its finding to His Majesty. In the first instance it appeared to the court as if the conspirators had banded themselves together with the single object of bringing about a change in the system of government of the country; but closer investigation revealed beyond doubt a plot to commit violence against the person of His Majesty the King. Among the conspirators there were some who were not altogether bent upon such an extreme measure; but their action in generally bringing about a change in the system of government of the country; but closer investigation revealed beyond doubt a plot to commit violence against the person of His Majesty the King. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be retained until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"ARRATOON APGAR," Captain F. M. Stewart, will be despatched for the above Ports on MONDAY, the 10th inst. at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 4th June, 1912. [791]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 3 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. GOULDARD and DOUGLAS, at 10 A.M. on MORDATH and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 3rd June, 1912. [1]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Far Eastern News.

Leading Articles:-

Reform for China.

Hongkong Cattle Trade.

Tariff Reform and Labour Unrest.

Tibet.

Likin on the Railway.

The Outlook in China.

The Monroe Doctrine.

The Magistracy.

Harbour for Bangkok.

Local Sport.

Hongkong Tennis League Table.

The "Sushi Maru" Robbery.

The Motor Car in Hongkong.

Alleged Opium Deficiency.

Chewing Gum for Chinese.

Correspondence:-

Macao Affairs.

The B.O.C. Sports.

Government House.

China Inland Mission.

Compensation for Java Chinese.

Telegrams.

Yuan Shih Kai Interviewed.

Peking-Paris Race.

The Belgian Loan to China.

Empire Day in the Colony.

Wireless in the Dutch East Indies.

Hongkong Gymkhana Club.

Shanghai Trade.

The Trade of Pakhoi.

Consuls in the Far East.

Foreign Squadron in Japanese Waters.

Death of a Notable Chinese.

The Secretaries to the Peking Cabinet.

Shipping Notes.

The Opium Agreement.

Christian Literature Society for China.

Alice Memorial Hospital.

Alleged Theft of Chits.

The New Commodore at Hongkong.

Rubber Companies.

Macao Notes.

Shanghai Electric Construction Company.

The Revised Laws of Hongkong.

The Loan Conditions.

Sequel to the Raymond Case.

Canton News.

The Plague Epidemic.

Company Report:-

A. S. Watson & Co., Ltd.

China-Borneo Co., Ltd.

Watkins, Limited.

A. S. Watson & Co., Ltd.

Hongkong Merchants and Likin.

Supreme Court.

King's Birthday.

Commercial.

Shipping.

Extra copies 30 cents each. Cash. Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies. Subscription \$12 per annum, payable in advance; postage 32 cents.

Hongkong, 4th June, 1912.

## ENTERTAINMENTS

THEATRE ROYAL.

FOR ONE NIGHT ONLY.

SATURDAY, JUNE 8TH.

MAURICE E. BANDMANN

Present.

THE WORLD-FAMOUS COMEDIAN,

R. G.

KNOWLES

AND CONSTELLATION OF STARS FROM THE

LONDON HALLS.

IN AN ENTERTAINMENT

RICH IN LAUGHTER,

BRIGHT WITH MELODY AND MIRTH.

Sparkling wit, scintillating with humour,

music and topsy-turvy. Startling acrobatic feats

form a varied programme of the most up-to-date

and advanced vaudeville.

TIME AND PRICES AS USUAL.

Plan Now Open at MOUTRIE & CO.

Light Refreshments supplied by Weissmann, Ltd.

Hongkong, 3rd June, 1912. [790]

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H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 3rd June, 1912. [1]

## THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.

Hongkong, 15th May, 1912. [671]

## VICTORIA THEATRE.

Two Performances:

7.15 P.M.—PICTURES ONLY—7.15 P.M.

9.15 P.M.—FULL PROGRAMME—9.15 P.M.

TO-NIGHT! TO-NIGHT!

The Greatest Dramatic Picture ever produced.

ANOTHER SURPRISE FOR ANOTHER WEEK-END.

"LADY OF THE CAMELIAS,"

In which the Leading Part is played by the

Great and Popular Artist,

SARAH BERNHARDT.

FOR A FEW NIGHTS ONLY.

Come Early.

SAM GALE AND SADIE,

In New Songs and Dances.

THE BRENNANS.

Entire Change.

Hongkong, 31st May, 1912. [58]

## AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions

from B. A. HALE, Esq., to sell by

Public Auction,

TO-DAY (TUESDAY),

the 4th June, 1912, commencing at 2.45 P.M.,

at "Walburn," No. 81, The Peak,

THE WHOLE OF HIS

VALUABLE

HOUSEHOLD FURNITURE,

comprising:-

TEAK EXTENSION DINING TABLE,

SIDEBOARD, LINER, WAGGON and

DINING CHAIRS, UPHOLSTERED

EASY CHAIRS, GLASS and CROCKERY

WARE, BRASS VASES, ORNAMENTS

and PICTURES, &c.

1 COTTAGE PIANO, by the Robinson

## GETTING THE NEWS!

AN ACCOUNT OF THE GREATEST "STORY" IN HISTORY.

["EXPRESS" CORRESPONDENT.]

New York, April 23rd. You may be interested in a summary of the manner in which the greatest news event of our time was covered. Never in the history of American journalism has there been an occasion that necessitated the intense, concentrated strain and rapid working crowded into the few dark hours of Thursday night and Friday morning, after the *Carrpathia* landed her tragic human cargo in New York. It was a dynamic drive of five hours, through which we were buoyed by the excitement, but we felt the reaction later, and only now are we returning to normal.

To begin chronologically. None of us knew until toward the end whether we would be permitted to meet the *Carrpathia* some distance away from New York, and, by boarding her, secure the revelations of the passengers leisurely and with greater primary detail, or whether all the work would have to be done with unprecedented haste at the pier, after the vessel docked. The Federal Government was willing to send a revenue cutter from Boston and another from New York, with reporters aboard, to intercept the *Carrpathia*, but this offer was made contingent on consent being granted by the White Star and Cunard Lines. Both companies refused permission, and the plan had to be abandoned.

## CUTTING THE RED TAPE.

Then we turned our attention to cutting the red tape that blocked the passage to the pier. The steamship companies mulled about cravings of abnormal curiosity—as if we were trying to arrange a pleasurable jaunt—and the J. Pierpont Morgan Company, which organised the Shipping Trust, put itself on record, to our great good fortune. The firm wrote to Mr. Loeb, collector of the Port of New York, who has control of all pier passes, urging that newspaper representatives be barred from the wharf. The collector immediately made the letter public, and all objection to the presence of reporters on the pier instantly vanished—a tribute to the uses of publicity in a democracy.

A third difficulty arose, concerning the distribution of tickets. Three hundred applications for Press passes were received, and, of course, all could not be granted. It was decided to allow only the three Press associations to be represented at the wharf when the survivors disembarked. Ten tickets were given to each association, and all other applications were refused. There was an immediate reading of the Riot Act by the New York newspapers. So there was a reconsideration, and the tickets to the Press agencies were recalled. In their stead, each agency received six passes, each New York morning paper four, and each New York evening paper two. After further agitation, two or three representatives of London papers were included in the distribution, but no other paper received any of the precious yellow cards. Perhaps one hundred Press tickets were issued in all.

Belief was general that the *Carrpathia* would not arrive at her pier until after midnight, if, indeed, she were not held back by fog until daylight. She might slip through the mist an hour or two before midnight, but whatever the time, it would be so late that the utmost haste would be necessary in transmitting details of the *Titanic*'s awful fate from the pier—for the quantity of news demanded was measured by pages and not columns.

## HOLDING THE WIRES.

The newspapers and Press associations engaged for the night practically every room in an hotel opposite the Cunard pier, in West-street. From this hotel, two, three, and four private telephones were run to the newspaper and Press associations' offices, all the wires being strung for that one night only. There are several public telephones on the pier, and a few early arrivals among the reporters rang up their offices from the wharf, and kept talking about the weather until the *Carrpathia* arrived. Then the first brief words from the first passengers ashore were rushed to the waiting reporters in the pier telephone booths by their associates, thus saving the three or four minutes necessary to cross West-street. First editions were being held like crouching sprinters for the starting shot, and a minute saved then was the equal of an hour in normal times.

But the public telephone could not be held captive long, for men were too badly needed to interview the survivors. Press tickets had been distributed too sparingly for reporters to act as telephone controls when the rush really began, and after a hundred or so initial words were sent through the public telephones they were deserted.

Thereafter, as each reporter got an interview, he raced across West-street to the hotel, speeded into the private room his paper or Press association had rented, and dictated his story over his private wire to an expert typist with received adjusted to his ears. Then the reporter made a breathless journey back to the pier for more interviews. The best reporters only were assigned to the interviewing work, and probably never before have so many highly-paid journalists been pitted against one another in so concentrated an area.

But the best of the best, the highest magnitude stars on the principal morning papers, did no actual work at all at the pier. They were there, but they spent perhaps half an hour listening to the interviewers at work and absorbing the atmosphere. Then they motored back full speed to their offices. Thereafter they were the "lead" writers. Not leader, the American "lead" is the

## LIGHTNING INTERVIEWS.

On the pier it was simply a question of lightning action, seizing any passenger who happened to be nearest, and squeezing him dry in the shortest possible time. You had to take whoever came to hand. Selection was impossible. Hysterical women, pale-faced men, women carrying cowering, wide-eyed babies, one man bearing a little brown dog saved from the wreck, solicitous relatives, all were jumped together in a great mass about the gang-plank, and in small, isolated, weeping groups up and down the length of the pier.

The fleeting seconds could not be wasted trying to induce reluctant passengers to relate their experiences. Each lost second meant two words lost, and each word that night was beyond all wealth. If a survivor would not respond instantly to lead questions, there was a rush for someone else, for the whole world was crying for copy, copy, copy.

Never before was there such urgent necessity for immediate copy. Only once did I see any time thrown away squeezing a stone. The first people off the boat were Dr. Fraenenthal, a well-known New York physician, and his wife. He was one of the few passengers recognised—by his flowing red beard. His wife was ill, and she was taken immediately to a waiting motor-car, but the doctor remained behind a moment, and the reporters instantly surrounded him. He started to talk, when relatives rushed up and dragged him off, telling him he must not say a word.

The reporters followed, and he swayed back with them. He was perfectly willing to be interviewed, but his friends again surrounded him, and away he was dragged once more under guard. They got him a third time, and a fourth, but his relatives became greatly excited, shouting he was a physician and must keep out of the newspapers. He himself was too bewildered now to do anything more than grin in a nervous, hesitant manner. All the while a woman reporter kept shouting at him:

"Doctor, your patients want to know about your rescue! Please remember your patients are very anxious about you!"

None of the others could get in a word while the woman continued her psychological experiment of trying to impress on the doctor that it was his duty to his patients to talk. The incident took not more than two or three minutes. Other passengers were pushing through the line of people who lined the way from the gang-plank, and so the reporters could spare no more time with the doctor.

My presence on the pier was due to my belief that quicker action in the long run would be possible if I could see things for myself and then return to my office. So, I arranged with the day editor of the Laffan Bureau, Mr. Carroll, to assist me during the evening. I left him in charge of my cable hook at 8.30 on Thursday evening, and went to the pier. I counted on being able to get back to my office by the time the real work was starting, and luck was with me. I saw no other representative of an English paper on the pier.

## UNNERVING SCENES.

Most of the first passengers off the *Carrpathia* were hysterical and could not be interviewed. They were principally women, and their pitiful screams as they threw themselves into the arms of their relatives would have unnerved us under any ordinary circumstance. I was after British views, principally, and I dropped the two or three Americans when the passengers began to flow into the covered pier, after a brief word with them. Then Fata flogged me at a London resident, and when his narrative was secured, I had the good fortune to be able to squeeze through a group surrounding a woman survivor living in Calgary. I put queries to her, and she was so calm and business-like that the questions and answers flew like the discharge of gunshots.

About twenty minutes had now gone since the docking of the *Carrpathia*. I did not want to remain away from my office any longer, and leaving the pier on the run, I looked around for a taxicab to take me across Fourteenth-street to the subway. I saw none disengaged, and so I boarded a Fourteenth-street electric tram. It was crowded, but luck came again. On the tram was an English woman steerswoman. I interviewed her during the ten-minute ride across Fourteenth-street, though with much difficulty, for her father was with her, and they were too wrapped in each other, after her restoration from the sea, for her to pay much attention to me. However, I got some essential points from her—notably that though asleep forward at the time of the collision, she had heard nothing whatever.

Half-past ten I was back at my cable hook with three exclusive interviews. The news was just starting to rush in over the telephones. A brief introduction I had written before leaving the office, subject to telephone change from the pier, which turned out to be unnecessary, had been placed on the wire for you, as well as about a hundred additional words which Mr. Carroll had been able to glean.

## IN THE WIRE ROOM.

Once in my office, I began writing my interviews, banding the matter, about thirty words at a time, to the capable operator, some ten feet away. I worked in the operating room, with fifteen to twenty telegraph instruments ticking loudly on all sides, but I heard not a single sound. Completing my three interviews, I gave my attention to the Laffan Bureau's report. Mr. Carroll had been busy going through the *Carrpathia*, marking the most important details, while I was cabling my own manuscript, and he had it all tabulated for me when I was ready to receive it. I was able to use some, but the matter was pouring out like half a dozen floods, and because of the rapidity with which I had to work, owing to the five hours' difference in time between New York and London, I was far ahead of the Laffan matter. Page three of

WM. POWELL,  
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TELEPHONE 346.

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8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
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Cadmus, British sloop, 1,070 to 1,100 i.h.p.  
f.d. Comdr. Hugh P. R. T. Williams  
Hankow.

Cambria, 2nd class cruiser, 4,360 tons, 10 guns  
1,700 i.h.p., Capt. J. E. Hammond, Shang  
hai.

Cherry, water tank and tugs, 300 tons, i.h.p. 500  
Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400  
Comdr. H. R. Veale, Canton.

Fame, torpedo-boat destroyer, 340 tons  
guns, 5,700 i.h.p., Lt. Comdr. H. S. Monroe  
Hongkong.

Flora, 2nd class cruiser, 4,350 tons, 1,700  
7,000 i.h.p., Captain C. P. Corbett, M.V.O.,  
Hongkong.

Handy, torpedo-boat destroyer 295 tons, 6 guns  
2,000 i.h.p., Lieut.-Comdr. E. Bodian  
Wells, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns  
3,900 i.h.p., Lieut.-Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,800 tons, 14 guns  
12,000 i.h.p., Capt. Allen T. Hunt, Hong  
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Merlin, surveying ship, 1,070 tons, 6 guns, 1,400  
i.h.p

## SHIPPING

## ARRIVALS.

AFRICA, Austrian str., 2,614, M. Marezig, 3rd June—Trieste 4th May, General—Sander, Wieder & Co.  
CHINA, British str., 1,397, F. McGarity, 2nd June—Chefoo 27th May, General—Butterfield & Swire.  
CHINA, British str., 1,350, H. Walker, 3rd June—Shanghai 30th May, General—Butterfield & Swire.  
CHINA, Russian str., 2,910, J. Laredo, 2nd June—Singapore 27th May, General—Chinese.  
DEWAUNOUE, German str., 1,057, E. Cathomar, 2nd June—Bangkok 24th May, Rice—Butterfield & Swire.  
ERNEST SIMON, French str., 4,562, R. Girard, 3rd June—Yokohama 25th May, General—Messageries Maritimes.  
HARDIS, Norwegian str., 1,005, G. Solberg, 2nd June—Bangkok 24th May, Rice and General—Order.  
HANYANG, British str., 1,115, Cogan, 3rd June—Wakamatsu 24th May, Coal—Butterfield & Swire.  
JINSEN MARU, Japanese str., 2,045, Mashida, 3rd June—Singapore 29th May, General—Nippon Yusen Kaisha.  
KITANO MARU, Japanese str., 5,277, F. E. Cope, 3rd June—Shanghai 30th May, General—Nippon Yusen Kaisha.  
KUMANO MARU, Japanese str., 3,147, M. Winkel, 3rd June—Australia 5th May, Flour and General—Nippon Yusen Kaisha.  
PENNANT, German str., 1,374, C. Gosewisch, 2nd June—Bangkok 26th May, Rice and Meat—Butterfield & Swire.

## DEPARTURES.

June 3rd.  
AFRICA, Austrian str., for Shanghai.  
HELENE, German str., for Haiphong.

## SHIPPING REPORT.

The British str. *Chinhu* reports: Light southerly wind.  
The British str. *Africa* reports: Fine clear weather and light S.W. moonsoon.

## PASSENGERS.

ARRIVED.  
Per *Chinhu*, from Shanghai, Capt. Morris, Per *Africa*, from Trieste, Mrs. H. Feinman and infant and Mr. H. Wasimuz.  
Per *Empire*, for Hongkong, from Sydney, etc., Mr. C. E. Lucas, Mr. G. N. Horlick, Mr. H. D. White, Mr. Gordon, Miss M. Walker, Mr. E. L. Gilkison, Mr. E. R. Marston, Miss Anna Allen, Mrs. E. Horton, Mr. P. E. L. Gilkison, Mr. W. W. Paffreyman, Mrs. A. Paffreyman, Mr. E. H. Flock, Mr. and Mrs. Grant, Captain and Mrs. Richard Miss (Gladys) Richard, Mr. J. A. Noonan, Mr. S. Synon, Mr. W. Daley, Mr. L. Bryant, Mrs. G. F. Hill, Judge and Mrs. Ross, Mr. Geo. Richards, Mr. A. B. Atken, Mr. J. B. Chevalier, Mr. and Mrs. J. Manning and child, Mr. and Mrs. Holliday, Mr. G. Martinez, Mr. C. Seitz, Mrs. B. Pfeifer and 2 children, Mr. and Mrs. F. L. Clyde.

Per *Kumano Maru*, for Hongkong, from Sydney, Mr. Alcántara, Mr. and Mrs. Wm. Baldwin, Mr. M. Blanco, Mr. R. Dankan, Mrs. C. Dichosa and child, R. J. A. Fowler, Mr. and Mrs. Foy and child, Mr. L. J. Fatty, Mr. J. A. Gore, Mr. J. F. Grig, Miss E. Jones, Mr. and Miss D. Jones, Mr. M. A. Laughlin, Mr. Nitos, Mr. H. B. Pond, Mr. E. Pond, Mr. R. C. Russell, Mr. K. Tanakamaru, Mr. T. W. Rosa, Mr. S. Bermudes, Mr. A. Milar and Mr. Marco.

Per *Kitano Maru*, for Hongkong, from Shanghai, etc., Master, Mrs. and Miss I. Imai, Miss J. Imai, Miss Clarke, Mrs. H. Kusumoto, Master S. Kusumoto, Mr. McR. Howie, Mr. Baron Munok, Mr. and Mrs. O. Cohen, Miss Cohen, Miss Cohen, Mr. and Mrs. J. Clarke, Lieut. and Mrs. J. P. Marley, Mr. Cohen, Mr. T. Sinclair, Mr. and Mrs. E. B. Gingham, Miss Kehler, Mr. Gochukai, Mr. J. Atsuhara, Miss S. Kusakabe, Miss J. Odawara, Mr. T. Nagane, Mr. Henry Baptist and Mr. J. C. Palmer.

Per *Ernest Simon*, for Hongkong, from Yokohama, Mr. and Mrs. Meyer; from Kobe, Mr. and Mrs. Kumi, Messrs. Nakamura, Yunnan, Thibita, Nagata, Nakata, Hamano, Arita, Shimono, Matsuda, Suzuki, from Shanghai, Mr. M. de Perkhouroff, Mr. St. Rabier and Mr. M. M. Tsai and Abraham.

## LATEST STEAMER MOVEMENTS.

The H.A.L. str. *Scandia* left Shanghai on the 2nd June, and may be expected here on or about the 6th June, a.m.  
The I.G.M. str. *Prinz Sigmund*, which left here on the 28th May, at 6 p.m., arrived at Kobe on the 3rd June, at 7 a.m.

## HONGKONG TIDE TABLE.

From 4th to 10th June, 1912.

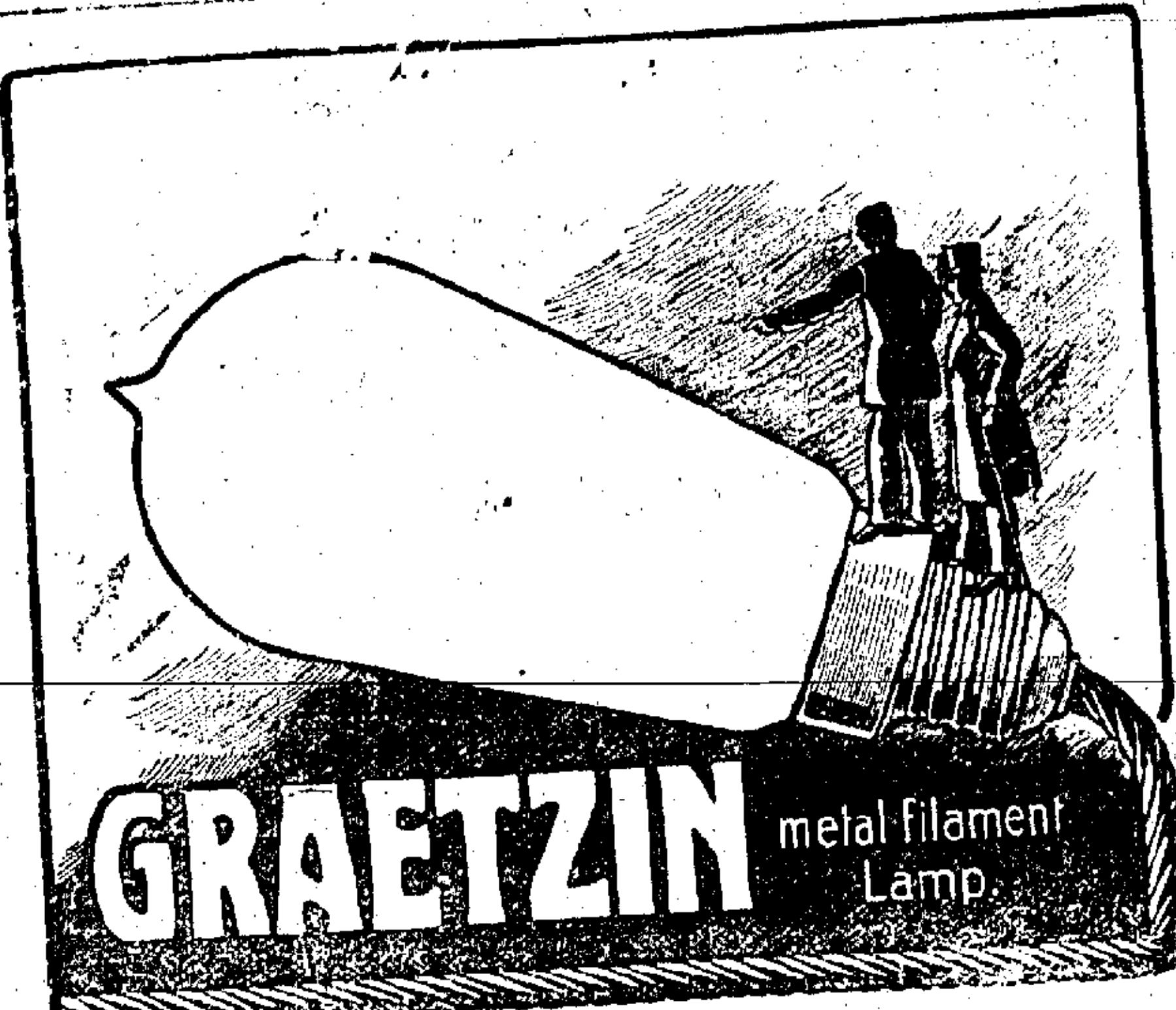
Days of Week	HIGH WATER.		LOW WATER.	
	Mean High	Mean Low	Mean High	Mean Low
Tues.	4 h. m.	ft. in.	4 h. m.	ft. in.
Wed.	5 m 10 38	7 0	5 m 11 15	1 0
Thur.	6 m 11 15	6 6	6 m 11 58	1 2
Fri.	7 m 0 58	6 2	7 m 0 58	1 4
Sat.	8 m 2 20	5 7	8 m 2 20	1 6
Sun.	9 m 5 34	4 5	10 m 30	1 8
Mon.	10 m 5 57	5 0	11 m 38	2 0
	5 18	4 8	11 m 41	2 2

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## VESSELS ADVERTISED AS LOADING.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & B&I	B&T&P.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON & ANTWERP	GLENSTRAE	Brit. str.	—	Jas. McGillivray	SHIENW TOME & CO., P. & O. S. N. CO.	To-morrow.	
LONDON, VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, E.N.E.	TO 8th inst., at Noon.		
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	R. A. Peters	ABOUT 17th inst.		
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	k. w.	Brehmer	ABOUT 30th inst.		
ROTTERDAM, HAMBURG & ANTWERP, &c.	BATEN	Brit. str.	k. w.	Eichhorn	ON 18th inst.		
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Brit. str.	k. w.	Kunisai	ON 29th inst.		
SCANDIA	ALESIA	Brit. str.	k. w.	Habel	ON 6th inst.		
YATANG MARU	YATANG MARU	Jap. str.	k. w.	F. E. Cope	ON 2nd July.		
ANDALUSIA	YATANG MARU	Brit. str.	k. w.	Helfer	TO-morrow, at Daylight.		
LIBERIA	YATANG MARU	Brit. str.	k. w.	Metzenthin	ON 15th inst.		
KAMAKURA MARU	YATANG MARU	Jap. str.	k. w.	K. Suyoda	ON 23rd inst.		
CHICAGO MARU	YATANG MARU	Jap. str.	k. w.	NIPOON YUSEN KAISHA	TO-day, at 4 P.M.		
CANADA MARU	YATANG MARU	Jap. str.	k. w.	NIPOON YUSEN KAISHA	ON 25th inst., at 1 P.M.		
LOTHIAN	YATANG MARU	Brit. str.	k. w.	DODWELL & CO., LTD.	ON 19th inst., at 6 P.M.		
WALTON HALL	YATANG MARU	Aus. str.	k. w.	SHIENW TOME & CO.	ABOUT 15th inst.		
OTTERIC	YATANG MARU	Brit. str.	2 m.	THE BAN LINE LIMITED	ABOUT 6th inst.		
EMPEROR OF INDIA	YATANG MARU	Brit. str.	2 m.	CANADIAN PACIFIC R. CO.	ON 7th inst.		
MONTRAL	YATANG MARU	Jap. str.	2 m.	CANADIAN PACIFIC R. CO.	ON 22nd inst., at 6 P.M.		
TEVY MARU	YATANG MARU	Aus. str.	2 m.	TOYO KISEN KAISHA	ON 3rd Aug., at 6 P.M.		
PERSIA	YATANG MARU	Aus. str.	2 m.	PACIFIC MAIL S.S. CO.	TO-day, at Noon.		
KOREA	YATANG MARU	Aus. str.	2 m.	PACIFIC MAIL S.S. CO.	ON 11th inst., at 1 P.M.		
ALDENHAM	YATANG MARU	Brit. str.	2 m.	PACIFIC MAIL S.S. CO.	ON 18th inst., at 1 P.M.		
NIKKO MARU	YATANG MARU	Jap. str.	2 m.	GIBB, LIVINGSTON & CO.	ON 1st inst.		
PRINZ SIOSMUND	YATANG MARU	Brit. str.	2 m.	NIPOON YUSEN KAISHA	ON 7th inst., at Noon.		
HONGKONG MARU	YATANG MARU	Jap. str.	2 m.	MELCHERS & CO.	ON 13th inst., at 10 A.M.		
YOKOHAMA & KOBE	YATANG MARU	Brit. str.	2 m.	TOYO KISEN KAISHA	ON 7th inst., at Noon.		
METTEA	YATANG MARU	Jap. str.	2 m.	JARDINE, MATHESON & CO., LTD.	ON 7th inst., at Noon.		
TANGO MARU	YATANG MARU	Brit. str.	2 m.	NIPOON YUSEN KAISHA	TO-morrow, at 5 P.M.		
PRINZ WALDEMAR	YATANG MARU	Brit. str.	2 m.	MELCHERS & CO.	ABOUT 25th inst.		
KUMANO MARU	YATANG MARU	Dut. str.	2 m.	NIPOON YUSEN KAISHA	TO-morrow, at Noon.		
TSILWONG	YATANG MARU	Brit. str.	2 m.	JAYA-CHINA-JAPAN LINE	QUICK DESPATCH.		
CHIUSHING	YATANG MARU	Jap. str.	2 m.	JARDINE, MATHESON & CO., LTD.	TO-day, at Noon.		
WAKASA MARU	YATANG MARU	Jap. str.	2 m.	DAVID SASSOON & CO., LTD.	ON 10th inst., at 4 P.M.		
AMACIA	YATANG MARU	Brit. str.	2 m.	BUTTERFIELD & SWIRE	ON 6th inst., at D'light.		
CHINHUA	YATANG MARU	Brit. str.	2 m.	HAMBURG-AMERIKA LINE	ON 6th inst., at 4 P.M.		
MONGOVIA	YATANG MARU	Brit. str.	2 m.	JARDINE, MATHESON & CO., LTD.	ABOUT 6th inst.		
MONMOUTHSHIRE	YATANG MARU	Brit. str.	2 m.	DAVID SASSOON & CO., LTD.	ON 8th inst., at 1 P.M.		
JAPAN	YATANG MARU	Brit. str.	2 m.	BUTTERFIELD & SWIRE	ON 8th inst., at 5 P.M.		
ANHUI	YATANG MARU	Brit. str.	2 m.	JARDINE, MATHESON & CO., LTD.	ON 9th inst., at D'light.		
KWONGSAM	YATANG MARU	Brit. str.	2 m.	DAVID SASSOON & CO., LTD.	ON 10th inst., at Noon.		
P. E. FRIEDRICH	YATANG MARU	Brit. str.	2 m.	NIPOON YUSEN KAISHA	ON 15th inst.		
POONA	YATANG MARU	Brit. str.	2 m.	P. & O. S. N. CO.	ON 17th inst.		
TOTOMI MARU	YATANG MARU	Jap. str.	2 m.	A. F. Mocker	ON 20th inst.		
CANTON	YATANG MARU	Swed. str.	2 m.	Bouman	QUICK DESPATCH.		
THIBODAS	YATANG MARU	Dut. str.	2 m.	A. H. Stewart	TO-morrow, at Noon.		
KAIKO MARU	YATANG MARU	Jap. str.	2 m.	J. S. Roach	TO-morrow, at 11 A.M.		
HAIMUN	YATANG MARU	Brit. str.	2 m.	W. J. Evans	TO-day, at 11 A.M.		
HAITAN	YATANG MARU	Brit. str.	2 m.	W. C. Passmore	ON 7th inst., at 11 A.M.		
HAIWANG	YATANG MARU	Brit. str.	2 m.	Sidford	ON 11th inst., at 11 A.M.		
HAICHING	YATANG MARU	Brit. str.	2 m.	Leak	ON 14th inst., at 2 P.M.		
KAIFONG	YATANG MARU	Brit. str.	2 m.	S. A. Crosby	ON 16th inst., at 4 P.M.		
LOONGSAM	YATANG MARU	Am. str.	2 m.	P. H. Rolfe	ON 15th inst., at 2 P.M.		
RUBI	YATANG MARU	Brit. str.	2 m.	M. C. Smith	ON 20th inst., at 4 P.M.		
YUENSANG	YATANG MARU	Brit. str.	2 m.	J. B. v. Damme	QUICK DESPATCH.		
ZAPITIO	YATANG MARU	Am. str.	2 m.	W. J. Bishop	TO-morrow, at 1 P.M.		
TIJIPANAS	YATANG MARU	Dut. str.	2 m.	M. Deguchi	ON 10th inst., at Noon.		
BOMBAY MARU	YATANG MARU	Brit. str.	2 m.	E. M. Austin	ON 10th inst., at 3 P.M.		
DILWARA	YATANG MARU	Brit. str.	2 m.	T. A. Mitchell	ON 15th inst., at Noon.		
KIRIN MARU	YATANG MARU	Jap. str.	2 m.	W. Egall	TO-morrow, at 4 P.M.		
ITOLA	YATANG MARU	Brit. str.	2 m.	F. Sembill	MIDDLE OF JUNE.		
ABRAZOON AFCAH	YATANG MARU	Brit. str.	2 m.	F. Jamieson	ON 6th inst., at 9 A.M.		
FOOKSAM	YATANG MARU	Brit. str.	2 m.	E. de Catalano	TO-morrow, at 9 A.M.		
MAUSANG	YATANG MARU	Brit. str.	2 m.	MAGHERIS MARITIMES			
BORNEO	YATANG MARU	Brit. str.	2 m.				
SINGAN	YATANG MARU	Fren. str.	2 m.				
SI-KIANG	YATANG MARU	Fren. str.					





REDUCED PRICE:  
75 cents

for 16. 25. 32 and 50 C.P.  
REBATES TO RETAILERS.

OBtainable from  
**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 31st May, 1912.

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